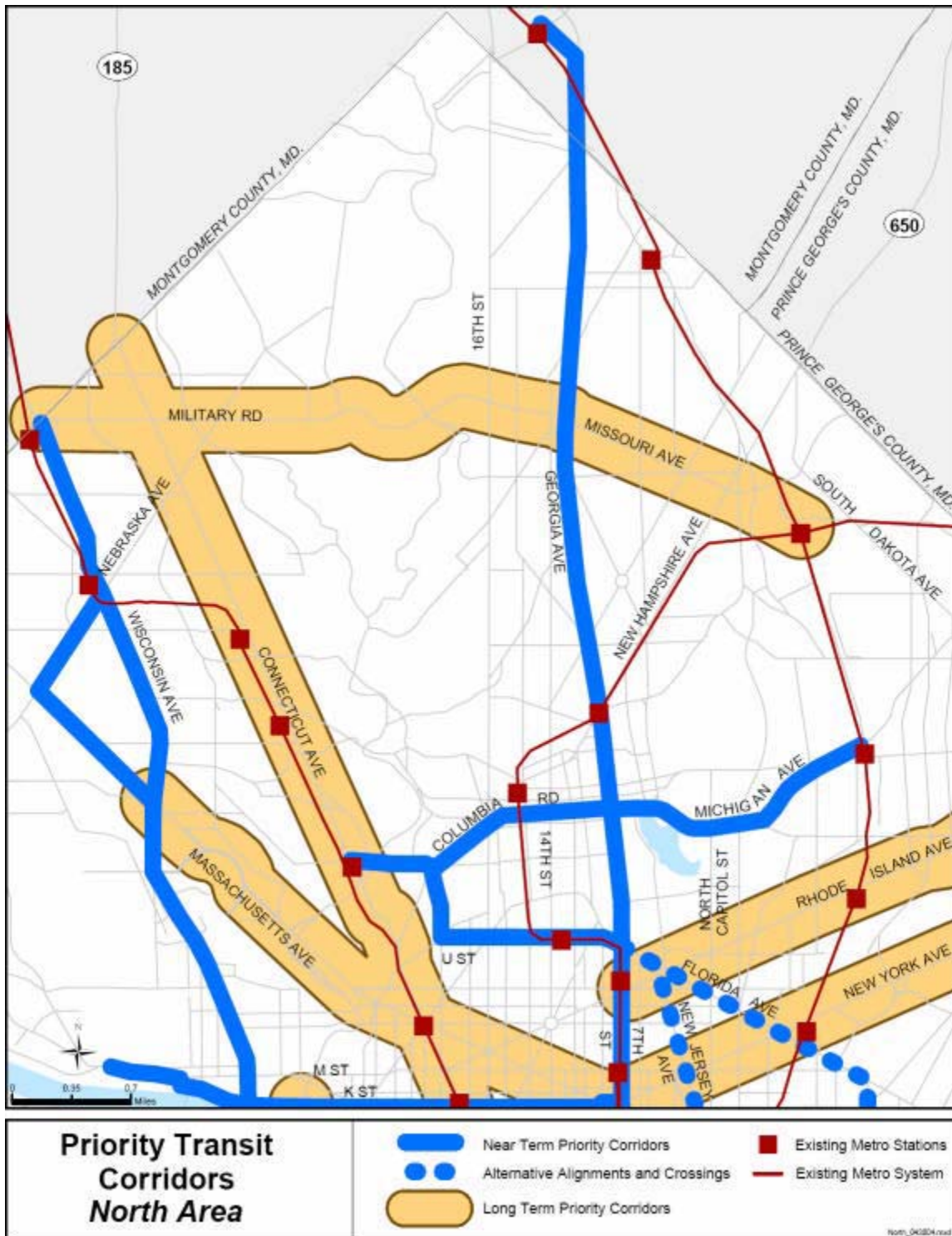


Figure 5
North Corridors Comparison Matrix

	Silver Spring to Anacostia	14th Street	16th Street
Access	75	75	75
Trunk	70, 71	52, 53, 54	S1, S2, S4
METRO	Yellow Green Orange Blue	none	none
Plans	1997 1999 2001 2003	none	1997
Public	●	◐	◐
Growth	Gateway GA Ave Shaw Anacostia Waterfront East of the River Minnesota/Benning	14th Street Heights 14th and U	none
Streets	Yes	Yes	Yes
Ridership	18,500	16,000	16,000

Figure 6
North Corridors



Near Term Priority Corridors

Although all of the corridors generate relatively the same amount of ridership, the Silver Spring to Anacostia corridor has been proposed for future transit investment in all four prior studies. Georgia Avenue/7th Street is also an emerging commercial corridor that has further redevelopment plans in progress along its length from Silver Spring to the Convention Center.

Long Term Priority Corridors

14th Street is also an emerging commercial corridor around Logan Circle and 14th and U, but the land uses adjoining 14th Street north of the Columbia Heights neighborhood are mainly single family residential. 14th Street also ends at Aspen, and would require an extension along another street to connect to Metrorail services at the Silver Spring station. 16th Street is adjoined by large apartment buildings, embassies, and Rock Creek Park. 14th Street has never been identified as a potential corridor for future transit investment in previous planning work; 16th has not been recommended since 1997.

Northeast

Potential corridors proposed between New Hampshire Avenue and East Capitol Street north of downtown include:

- Woodley Park to Stadium Armory
- Georgetown to Stadium Armory
- Woodley Park to Brookland
- Rhode Island Avenue from the District boundary to 7th Street NW (RI Ave)
- Upper East/West Corridor (Military to Missouri) (Upper E/W)
- New York Avenue from the District boundary to 7th Street NW

The Northeast corridors are compared in Figure 7 and shown in Figure 8.

Figure 7
Northeast Corridors Comparison

	Woodley Park to Stadium Armory	Georgetown to Stadium Armory	Woodley Park to Brookland	Upper E/W	RI Ave	New York Ave.
Access	75	100	75	10	75	20
Trunk	90,92,93	30, 32, 34, 35, 36 X's	H's from Brookland to Columbia Heights via Hospital Center	E2, E3, E4 from Friendship Heights to Ivy City via Fort Totten	80's from Greenbelt to Rhode Island Avenue Metro	none
METRO	none	Orange Blue	None	none	none	none
Plans	1997 1999 2001 2003	1997 1999 2001 2003	1997 2003	1997	none	1997
Public	●	●	◐	◐	●	●
Growth	Adams Morgan 14th and U	H Street	Adams Morgan Mt. Pleasant Columbia Heights McMillan Reservoir	none	Brookland NOMA NY Ave	NOMA NY Ave
Streets	Yes	No	No	No	Yes	No
Riders	16,000	23,000/ 16,000	14,000	7,000	6,000	NA

**Priority Transit Corridors
Northeast Area**

Legend:

- Near Term Priority Corridors
- Alternative Alignments and Crossings
- Long Term Priority Corridors
- Existing Metro Stations
- Existing Metro System

Map Labels:

- 16TH ST
- MISSOURI AVE
- GEORGIA AVE
- NEW HAMPSHIRE AVE
- 650
- PRINCE GEORGES COUNTY MD
- SOUTH DAKOTA AVE
- COLUMBIA
- MICHIGAN AVE
- NORTH CAPITOL ST
- RHODE ISLAND AVE
- FLORIDA AVE
- NEW JERSEY AVE
- K ST
- H ST
- BENNING RD
- 19TH ST
- EAST CAPITOL ST
- MINNESOTA AVE
- ANACOSTIA PKY
- KENILWORTH AVE
- 50
- 295
- 395
- MAINE AVE
- T ST
- SOUTH CAPITOL ST
- SOUTHEAST PKY
- M ST
- PENNSYLVANIA AVE
- POTOMAC AVE

Scale: 0 0.45 0.9 Miles

North Arrow

Source: Northeast, 043004.mxd

Near Term Priority Corridors

Each of the near term priority corridors generates a significant amount of ridership. The Georgetown to Stadium Armory Corridor and Woodley Park to Stadium Armory corridors would serve H Street, an emerging commercial corridor; and the Woodley to Brookland Corridor would serve the development that is planned for the McMillan Reservoir. If its alignment alternative were selected the Woodley Park to Stadium Armory Corridor would serve Florida Avenue and 8th Street, providing a north-south connection across the Capitol Hill neighborhood and providing a connection from the Orange and Blue Metrorail lines to the Green Metrorail line without forcing passengers to go downtown to transfer.

Long Term Priority Corridors

Rhode Island Avenue and the Upper East/West Corridor generate less than half the ridership of the near term priority corridors, and New York Avenue is not used by any current Metrobus routes. Rhode Island Avenue is located adjacent to areas that have been targeted for redevelopment, and its adjoining land uses developed adjacent to a historic streetcar line (making them potentially better suited for future transit service), but it would not serve any activity centers in immediate need of enhanced service. New York Avenue is adjoined by large-scale, industrial land uses that would not immediately support a transit investment. While New York Avenue and Rhode Island Avenue could serve areas that have been planned for future development, the Upper East/West Corridor is adjoined by single family residential land uses, without future development plans.

Central

Potential corridors proposed between M Street NW and the Anacostia River, east of Rock Creek Park include:

- Silver Spring to Anacostia via Georgia Avenue/7th Street
- Georgetown to Stadium Armory
- Pennsylvania Avenue from Alabama to 7th Street and Independence (PA Ave)
- East Capitol Street from the District line to 3rd Street SE

The Corridors are compared in Figure 9 and shown in Figure 10.